



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: September 5, 2022
Person: Steven Lesniewski – Pilot
NTSB Accident Number: ERA22LA027 Orlando, FL
Subject: Embraer EMB 500

Narrative:

Mr. Lesniewski was the pilot of the accident airplane. He held an airline transport pilot certificate with multiple type ratings. His total flight experience was 26,000 hours, of which 80 hours was in the accident airplane make and model.

Mr. Lesniewski provided a written statement, and he was interviewed by telephone for greater detail on what he had already provided. He stated that he was “not a fan of the brakes of this aircraft. There’s a delayed feel with them upon pressing the pedals.” When asked if there was a malfunction with the brakes, he replied that he did not know. Mr. Lesniewski asked if the performance of the airplane’s braking system was consistent throughout his 80 hours of experience in the airplane, and he said it was.

Mr. Lesniewski went on to say, “I don’t usually use the brakes. Normally, if I have 5 to 10,000 feet of runway, I land, I let the airplane roll out and then I might tap the brakes after the airplane has slowed. On this landing, I got on the brakes pretty soon, and I don’t know why I did that.” Mr. Lesniewski said he had lowered a wing and was using the rudder to compensate for a crosswind, and after touchdown, “only the right brake activated,” and the nose went to the right. He then released the brakes, “steered back toward centerline” but the airplane “came aggressively” back to its left.

At this point, Mr. Lesniewski decided to complete the rollout under control in the grass, rather than risk over-controlling the airplane to remain on the runway because he feared the airplane would roll inverted.

Mr. Lesniewski added that it was “possible” he had inadvertently touched the brakes as he made rudder inputs after he released the brakes, but that he did not know.